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251	OXCART FL	TEST OF	rs _					र्डाड्र
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	1. AF	TICLE !	127 MADE	FLIGHT 96, SOFT	IE 1-T-6	1-636 ON 11	3 DEC 64.	
			70 KEO	PT AT GREE HALL		56		
	TAKEOFF AT 1985 HOURS, LANDING AT 1445 HOURS FOR							
	4:40. MISSION SUNCESSEUL. GROSS WEIGHT 117,000 LBS, C.G. 20.3							
	percent,	TAKEOFF	DISTANC	E 7580 FT, TAKE	OFF SPEEL	225 KNOT	S. PRESSIBL	î
	PERCENT, TAKEOFF DISTANCE 7500 FT, TAKEOFF SPEED 225 KNOTS, PRESSURE							
	ALTITUDE 4360 FT, TEMP 27 DEGREES, WIND CALM. MAX SPEED 2.78 MACH,							
25X ²	MAX ALT 76,000 FT, TIME OVER 2.0 MACH 2:35, TIME OVER 2.6 MACH							
	1:30, TOTAL AIRCRAFT TIME 140:37. PURPOSE: PACEMAKER NBR 5 FOR							
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Į		COM	Figuration	ON: 2.8 MACH.	Q BAY AN	D SPECIAL	EQUIPMENT:	,
	TYPE I PA		•	•	. -			
	THE L PR	CARGE						
	2。 SU	MMARY 8	NORMAL T	PAKEOFF AND CLI	MB. 5 AD	es occured	ON FIGHT	
	ENGINE AND AB BLOW OUT DURING RIGHT TURNS, INLET RECOVERY WAS							
	AUTOMATIC BUT REQUIRED MANUAL AB RELIGHT. INS AUTOMAY-AUTO DESTINAT-							
	ION USED THROUGHOUT THE FLIGHT AND APPEARED GOOD. ARC-50 EXTERNAL							
					-			
	CONTINUOUS	5 DME FI	ROM 328 T	O 2 NM WITH GO	OD ADF FR	OM 220NM.	2 AIR	

USAF review(s) completed.

Approved For Release 2004/05/13 : CIA-RDP89B0980F0003d00060032-

WITH AN ONLOAD OF 50,000 LBS ON EACH REFUELING. EBL CONTACTS

REFUELINGS WERE ACCOMPLISHED IN A DESCENT FROM 30,000 TO 24,000 FT

DESCONDICTION BY OTHER THAN THE ICCURS OFFICE IS DESCRIBED

25X1A

KIN 63618) SECPET

PAGE TWO

WERE MADE DUE TO NORMAL SYSTEM MALFUNCTION. SSB OPERATION WAS GOOD. PACKAGE CAGED MANY TIMES DUPING FLIGHT DUE TO TURBULENCE. AN UNDERCAST EXISTED THROUGHOUT MOST OF THE FLIGHT SO TAKE WILL BE LIMITED. ON LANDING, CHUTE DEPLOY/JETTISON NORMAL. LIFE SUPPORT EQUIPMENT SATISFACTORY. REFLECTIONS SEVERE.

END OF MESSAGE